

WAR TAX MEASURE PASSES SENATE BY VOTE OF 34 TO 22

Proposed Cotton Relief Legislation Decisively Defeated.

REVENUE BILL EXPECTED TO RAISE \$100,000,000

Southern Members Fail in Effort to Cause Indefinite Postponement.

COALITION WITH REPUBLICANS

Final Action Taken After Tense Hours in Administration Circles.

WASHINGTON, October 17.—The administration war revenue bill, levying approximately \$100,000,000 additional taxes to meet the emergency caused by the war in Europe, was passed by the Senate to-night, 34 to 22, after Southern Democrats in coalition with Republicans of the Senate fought to indefinitely postpone consideration of the measure, because cotton relief legislation had been decisively defeated.

The Democratic leaders by a supreme effort in the climax of the cotton fight, gathered their forces, and, spurring them on with eloquent appeals for party solidarity, defeated, 22 to 25, the coalition in its effort to indefinitely postpone action. Senators Clarke, of Arkansas; Smith, of Georgia; Smith, of South Carolina; Vandaman, and White were the Democratic Senators who fought to the end, voting with the Republicans to postpone action. This would have killed the bill for the present session of Congress. Despite urgent pleas of Senators Williams, Stone, Shively and James, who demanded united Democratic support for a Democratic measure fostered by the administration, these five Southern Senators, under a storm of oratorical denunciation, persisted to the last in their determination that the bill should contain some cotton relief provision.

FORESHADOWS END OF THIS CONGRESS

The evening contest that marked the passage of the bill foreshadowed the end of the long-drawn-out session of Congress, which has kept flags flying over the Capitol almost continuously for the past two years. The tax bill will go to the House on Monday, and will be sent to conference. An agreement on the measure between the two houses probably will be reached by the middle of next week.

The vote on the revenue bill followed party lines with one exception, Senator Lane, of Oregon, Democrat, voting against it. Immediately after its passage, the Senate, on motion of Senator Simmons, insisted upon its amendments, and asked a conference with the House. Conference named were Senators Williams, Stone, McCumber and Clark of Wyoming.

The amendment to the war revenue bill proposed by Southern Senators to tax for a government-owned business of \$250,000,000 in 4 per cent bonds to purchase cotton, was defeated in the Senate late to-day by a vote of 40 to 21.

Efforts by Southern members to cause the postponement of action on the war revenue bill by a coalition with Republicans was defeated in the Senate to-night by a vote of 32 to 25.

MAIN PROVISIONS OF WAR TAX BILL

The main provisions for war revenue included in the Senate bill are:

Tax on beer, \$1.75 a barrel; rectified whiskey, 5 cents a gallon; all domestic still wines, 8 cents a gallon, and 55 cents a gallon on all grape brandies used in fortification thereof; champagne, 25 cents a quart; liquors and cordials, 24 cents a gallon; bankers, \$1 per thousand of capital, surplus and undivided profits; pawnbrokers, \$50 a year; commercial brokers, \$25 a year; commission merchants, \$20; custom-house brokers, \$10; proprietors of theatres, museums and concert hall, with seating capacity not more than 300, \$25 a year; not exceeding 500 capacity, \$50; not exceeding 1,000, \$75; more than 1,000, \$100; circuses, \$100; other amusement proprietors or agents, except of Chautauques, lecture lyceums, agricultural or business fairs or exhibitions under religious or charitable auspices, \$10; bowling alleys and billiard rooms, \$5 for each alley or table.

Special annual taxes on tobacco dealers: leaf tobacco, from \$6 to \$24; cigars, \$4.80 for each store; manufacturers of tobacco, with annual sales not exceeding 100,000 pounds, \$6; not exceeding 500,000 pounds, \$12; not exceeding 1,000,000 pounds, \$24; not exceeding 1,000,000 pounds, \$60; 5,000,000 pounds, \$300; 10,000,000 pounds, \$600; 20,000,000 pounds, \$1,200; exceeding 20,000,000 pounds, \$2,400.

Manufacturers of cigars whose annual sales do not exceed 100,000 cigars, \$3; 200,000, \$8; 400,000, \$12; 1,000,000, \$20; 5,000,000, \$150; 20,000,000, \$600; 40,000,000, \$1,200; exceeding 40,000,000, \$2,400.

Manufacturers of cigarettes with annual sales not exceeding 1,000,000 cigars, \$12; 2,000,000, \$24; 5,000,000, \$60; 10,000,000, \$120; 20,000,000, \$240; 40,000,000, \$480; exceeding 40,000,000, \$960.

Stamp taxes as follows: Perfumery, cosmetics and similar articles, from one-eighth of a cent for each 5-cent package, and 5-8 of a cent for each additional 25 cents in value; chewing gum, 4 cents for each \$1 of value; sparkling wines not otherwise taxed, 1 cent for pints and 2 cents for all larger containers.

STAMP TAXES CALLED FOR ON MANY ARTICLES

Bonds, debentures, certificates of indebtedness and certificates of stock 5 cents on each \$100 of value sales; agreements to sell, etc., 2 cents on each \$100 of value; exempting agreements of deposit on stock certificates as collateral for loans; board of trade sales or agreements to sell, 1 cent for each \$100 of value; promissory notes, 2 cents on each \$100; express and freight bills of lading, 1 cent each; newspaper shipments taxed on monthly sworn statements of publishers, shipments within the county of publication exempted, 1 cent per shipment; telegraph and telephone messages, 1 cent each; indentured bonds, 50 cents; certificates of profits, 2 cent for each \$100; certificates of damage, etc., 25 cents; all other certificates.

(Continued on Second Page.)

TWO AUTHORS WED TO-DAY

Miss Eleanor Gates to Become Bride of Frederick F. Moore.

[Special to The Times-Dispatch.]
NEW YORK, October 17.—Miss Eleanor Gates, author of "The Poor Little Rich Girl," has been married to-day to Frederick F. Moore, author of "The Devil's Admirer." The ceremony was performed in Paterson, N. J., at the home of Dr. Spinkers, whose wife is an intimate friend of Miss Gates. Only twenty guests will be present.

At a gathering of Californians a year and a half ago the two authors met. This was after Miss Gates had come to New York to live, and her play, "The Poor Little Rich Girl," had taken Broadway by storm. Mr. Moore had been fascinated by the play, and expressed a desire to meet the "wonderful woman" who had written it. Miss Gates, in her turn, had read "The Devil's Admirer," and had greatly admired it. She too, had desired to meet the man who had written the book.

Miss Gates, besides "The Poor Little Rich Girl," has written "The Blossoms of a Prairie Girl" and "The Plover Woman." Her former husband, Richard Walton, wrote "The Rose of the Rancho," "Bird of Paradise" and "Omar the Tent Maker."

AMERICAN IS FINED \$405

Convicted of Violating British Postal Law by Carrying Letters.

LONDON, October 17.—Edward Joseph Wolfsohn, an American, who was arrested over a charge of violating trade with an enemy, was sentenced in the Bow Street Police Court to-day to pay a fine of \$405, or, in default, to serve two months imprisonment. Wolfsohn was charged with having violated the post-office statutes in conveying twenty-seven business letters between England and Germany, the original charge of inducing trade with an enemy having been withdrawn. The case, the attorney for the crown said, Mr. Wolfsohn was entirely innocent of criminal intent and a thoroughly respectable man.

It was added in his behalf that the State Department at Washington was interested in the case and that Wolfsohn had been promised a post-office position in the United States.

Edward Joseph Wolfsohn prior to the outbreak of the war was a language teacher in Berlin. Later he escorted parties of refugees from Berlin to London by way of Holland. He was arrested in London during one of these trips.

DUNKIRK EASILY DEFENDED

In Country Where Cavalry and Artillery Can Operate With Facility.

FROM THE BATTLE FRONT, October 17 (via Paris, 11:41 P. M.).—The allied armies have prevented the Germans from advancing along the coast, and have defeated their object by seizing the French channel ports.

Dunkirk is surrounded by a vast territory which is an easily inundated and open country where cavalry and infantry can operate with facility, while there is no opportunity to bring big guns into effective play.

The allied armies advanced rapidly to the north of France, and the British troops carried the important position of Fromelles, southwest of Lille, after hard fighting.

French corps of soldiers from the French fleet, acting as infantry, displayed qualities which enabled them to repulse a strong German force near Ypres.

The sailors also distinguished themselves on the eastern wing. After a night march they gained a position in the woods, where they surprised a large body of Germans, on whom they inflicted serious losses. They captured detachments of cavalry and infantry with quantities of supplies and ammunition.

DECREASE IN CASH ASSETS

Report Made Public by Comptroller of Currency.

WASHINGTON, October 17.—The 7,535 national banks doing business in the United States on September 12 had cash assets of \$2,092,700,274, a decrease since June 30 of \$65,367,714, according to a report made public to-day by the Comptroller of the Currency.

The banks reported loans and discounts of \$6,060,332,072, with a surplus of \$724,135,519. The assets and liabilities of the banks on September 12, 1914, were \$129,611,150, but gained \$377,742,548 over June 30, 1913.

The report showed reserves in some cities below requirements, but in many others above the legal amounts. In connection with the report the Comptroller made public a letter to the President announcing that amounts advanced by the Federal Reserve Bank of New York to relieve the foreign exchange market are not to be counted as part of their reserves.

LACKAWANNA TRAIN WRECKED

Two Persons Killed and Score or More Injured.

[Special to The Times-Dispatch.]
FULTON, N. Y., October 17.—Two were killed and a score or more injured when Lackawanna passenger train No. 902, near Fulton, through an open switch, ditching the engine, baggage and mail car and three passenger coaches. The dead: John Robertson, fireman, of Syracuse.

The injured: Charles Wilkins, engineer, Oswego, both legs broken, crushed; John H. Callahan, conductor, Syracuse, broken arm and contusions about body; Michael Dalton, trainman, Oswego.

Railroad officials stated, after making an investigation of the wreck, that the switch had been tampered with.

LIES WOUNDED IN PARIS

General Malletierre, Youngest French Commander, in Serious Condition.

[Special Cable to The Times-Dispatch.]
PARIS, October 17.—The youngest French commander, General Malletierre, aged forty-five, lies wounded in Paris. His left leg has been amputated and his left arm shattered.

He is being nursed by his daughter. His wife, who served with an ambulance in the front line, had, she should be told, been killed by a shell. His son, a dragoon officer, was also wounded.

The general was dining, after winning a battle at Bar le Duc, when a shell burst near him, inflicting terrible wounds.

ON SPEECH-MAKING TOUR

Bryan Will Stump Several Western States for Democratic Candidates.

WASHINGTON, October 17.—Secretary of State Bryan will start to-morrow on a speech-making tour, on which he will stump Missouri, Kansas, Colorado, Wyoming, North and South Dakota, Wisconsin, Iowa, and Nebraska on behalf of the Democratic candidates in the November elections.

ENGLISH WIN NAVAL BATTLE; GERMANS ON BELGIAN COAST

FOUR DESTROYERS OF GERMAN NAVY SUNK BY BRITISH

English Sailors Take Speedy Revenge for Loss of Hawke.

VESSELS SENT TO BOTTOM OFF THE DUTCH COAST

Score in Naval Operations Is at Present in Favor of the Allies.

ANNOUNCEMENT BY ADMIRALTY

Light Cruiser and Four Destroyers in Successful Action.

[Special Cable to The Times-Dispatch.]

LONDON, October 17.—The British navy to-day avenged the Hawke, the British cruiser sunk off the coast of Scotland by a German submarine's torpedo, by sending to the bottom four German torpedo-boat destroyers off the coast of Holland.

The terrific execution—the most brilliant naval feat thus far recorded in the war—was accomplished by the British light cruiser Undaunted, fighting with the indomitable courage of a great lion of the sea driven to bay. The cruiser was attacked by a fleet of the enemy's destroyers while on patrolling duty, according to the official announcement of the press bureau of the admiralty, which confirmed the news of the victory.

She had been searching the seas for the squadron of the enemy's ships which had been operating from the estuary of the River Ems, one of which war vessels recently had been sunk by a British submarine.

The Undaunted was accompanied by the torpedo-boat destroyers Lance, Legion and Loyal, which were acting as her escort.

The attacking fleet singled out the Undaunted and concentrated their fire upon her, thinking first to dispose of this formidable vessel, and then to turn their attention to the lighter craft.

ATTACKING DESTROYERS QUICKLY SENT TO BOTTOM

In the battle which followed, details of which have not yet been received by the press bureau, four of the attacking destroyers were quickly sent to the bottom by well-directed shots from the six-inch and four-inch guns of the Undaunted.

According to the last navy list, the Undaunted, a vessel of 3,800 tons, was commanded by Lieutenant-Commander George Seymour. Her armament consists of two six-inch and six four-inch guns. The destroyers accompanying her are 250 feet in length, and have a speed of twenty-nine knots. Each carries 100 men. The Undaunted went into commission early this year. She is 410 feet long, equipped with turbines, and has a speed of better than thirty knots.

The admiralty announces that the British loss in the engagement was one officer and four men wounded, and damage to the British destroyers was slight.

The announcement adds:

There are thirty-one German survivors, prisoners of war.

The German vessels had a complement of from forty-eight to eighty-three men each, and it is probable that at least 100 lives were lost when four of the destroyers were sunk by the Undaunted.

UNCONFIRMED RUMOR STARTLES LONDON

While London was still flushed with the pride of the Undaunted's achievement, a rumor, unconfirmed, was widely circulated in London that the big cruiser Invincible and Terrible had been sunk by German submarines in the North Sea. The rumor became so persistent that the official press bureau, at the request of the admiralty, issued an official statement denying the report.

Among the officers reported to have lost their lives in the sinking of the Invincible was Dr. J. H. D. Watson, the international Rugby football player, who was attached to the cruiser as a surgeon.

Forty-eight more survivors of the Invincible have been landed at Aberdeen by a traveler, which took them off a Norwegian steamship. The captain of the steamship said he picked them up from an overcrowded boat. The sailors declared they were unable to do anything for the men in the water. They also stated that the periscope of the submarine disappeared immediately after the explosion which sent the Invincible to the bottom. With the seventy-three previously reported saved, the survivors of the disaster now number 121 of the crew of approximately 400.

Another British ship was blown up by a German mine in the North Sea to-day, and nine of the crew lost their lives. The steam trawler Ajax, out of Grimsby, struck a floating mine, and was sunk before all the crew could be rescued.

SCORE IN OPERATIONS NOW FAVORS ALLIES

The score in naval operations, without counting converted merchantmen, such as the Kaiser Wilhelm der Grosse and the Cap Trafalgar, now favors the allies, which have sunk one Austrian and six German cruisers, and seven German torpedo-boat destroyers, while there have been unconfirmed reports of the sinking of several Austrian destroyers in the Adriatic Sea.

The Germans have sunk eight British and one Russian cruiser, while Australia has lost a submarine by accident. The Russians also claim to have sunk one German submarine, but this the Germans deny.



The Burning of Antwerp
Phot. by G. J. VAN DER WEGE, ROTTERDAM

MASTER BAKERS MEET HERE TO DISCUSS TRADE

Great National Convention to Bring More Than 1,000 Members and Visitors.

OFFICIAL PROGRAM ANNOUNCED

Many Entertainment Features to Alternate More Serious Discussions of Problem of Furnishing Nation With Its Daily Bread.

Delegates and visitors to the convention of the National Association of Master Bakers, October 19-23, have already begun to arrive, and there is every indication that the gathering will be one of the largest and most successful in the history of the organization. The program for the convention has been arranged, and convention headquarters will be formally opened to-morrow at the Jefferson Hotel. It is likely that more than 1,000 persons will attend the gathering, for, besides the regular delegates and members of their families, there will be scores of representatives of machinery, flour and baking accessories concerns in attendance.

TRADE JOURNALS HAVE BEEN BOOSTING RICHMOND

For several months Bakers' Trade Journals have been boosting the Richmond convention, and have devoted much of their space to descriptive matter and illustrations of the city. The convention has been well advertised, and the slogan, "On to Richmond 1,000 Members Strong," which was started sometime ago by the association, will show gratifying results. Every baker who is interested in the progress and uplift of his calling has been urged to come to the Richmond convention, and the executive officers have put forth every effort to the end that every one attending the convention will not only be interested in the sessions, but that bakers will know more about their business on leaving the city than when they arrived.

Convention registration headquarters will be opened at the Jefferson Hotel to-day. The members of the association and visitors are urged to register as soon as possible after their arrival. This will aid the secretary and the convention committee, through the testimony of J. N. Wallace, president of the Central Trust Company, New York, it was shown there is strong probability that the securities of the Rock Island holding companies would be wiped out, and that every dollar invested in them would be lost. As trustee of the bondholders, the Central Trust Company is pressing for the sale of the Rock Island stock held as security for its bonds.

The sale of this stock would eliminate the security of the holding companies as a factor of any value. At the conclusion of to-day's testimony the Interstate Commerce Commission hearings in the Rock Island case were adjourned to an undetermined future date, perhaps several weeks hence.

CONTRACTS AWARDED

Newport News Gets One of Two Battleships Recently Authorized.

[Special to The Times-Dispatch.]
WASHINGTON, October 17.—The Navy Department announced to-day that one of the two battleships recently authorized by Congress would be built by the Newport News Shipbuilding Company for \$7,250,000, and one by the Newport News Shipbuilding Company for \$7,115,000. The third battleship, of construction of which was made possible by the sale of the Idaho and the Mississippi, will be built at the New York Navy Yard, or plans similar to the two others, but the type of machinery has not yet been decided upon.

The three warships will represent the newest and best things in naval construction, and will, on general lines, follow the Pennsylvania. The plans and specifications for these vessels have been published.

(Continued on Fifth Page.)

Southern Railway Schedule Change.
Effective Sunday, October 18, Trains 21 and 120, between Richmond and Keyville, Va., will be changed. Trains 15 and 16, between Richmond and Washington, will be changed. The South Atlantic Railway will leave Richmond at 6 A. M.; No. 15, at 9:30 A. M.; No. 16, at 6 P. M.



Belgian Motor Artillery—Watching Bombardment of Antwerp

LOSS TO ROCK ISLAND OF \$7,500,000 IN ONE DEAL

B. F. Yoakum, Who Participated Actively in Sale of Frisco Lines, Describes Negotiations.

HE IS WITNESS BEFORE I. C. C.

Also Gives Incidentally and Briefly Views on Supervision He Believes Government Ought to Exercise Over Railroads.

WASHINGTON, October 17.—Disclosures in detail of financial losses to the Chicago, Rock Island and Pacific Railway were made to the Interstate Commerce Commission to-day by witnesses intimately identified with the transactions.

B. F. Yoakum, who participated actively in the sale of the Frisco lines to the Rock Island, and who subsequently repurchased the Frisco for himself and associates, described in detail the negotiations which resulted in a loss to the Rock Island of approximately \$7,500,000.

Mr. Yoakum also gave, incidentally and briefly, his views on such supervision of the government ought to exercise over railroads. His idea is that a partnership ought to exist between the government and the railroads by which each should have a share in the responsibility and in the earnings. He thought one of the great achievements of the present national administration was its decision to construct and operate railroads in Alaska. Through the testimony of J. N. Wallace, president of the Central Trust Company, New York, it was shown there is strong probability that the securities of the Rock Island holding companies would be wiped out, and that every dollar invested in them would be lost. As trustee of the bondholders, the Central Trust Company is pressing for the sale of the Rock Island stock held as security for its bonds.

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ROYAL MARINES SUSTAIN TRADITIONS OF CORPS

Winston Spencer Churchill Congratulates Brigades Sent to Assist in Defense of Antwerp.

CHOSEN WHEN NEED IS URGENT

Action Is Not Isolated Incident, but Part of Large Operation for Relief of City—Withdrawal Due to General Strategic Situation.

LONDON, October 17 (9:30 P. M.).—Winston Spencer Churchill, First Lord of the Admiralty, who has been severely criticized for dispatching naval brigades into Antwerp to assist in the defense of that fortress, has sent these organizations a congratulatory message on their action, which is made public by the admiralty. The First Lord justifies the action taken, and says: "The brave action of the first brigade, through a mistake, in no way reflects upon the quality or character of the division. The brigades of royal marines throughout the operations sustained fully, their firmness, discipline and courage, the traditions of the corps."

"It is not necessary to say more than this. The naval brigades bore themselves admirably under the artillery fire of the enemy, and it is to be regretted that no opportunity of closer contact with its infantry was afforded them."

The dispatch of the naval brigades to Antwerp has interrupted for the time the progress of their instruction and training. They were chosen because the need for them was urgent; because mobile troops could not be spared for fortress duties, because they were nearest, and could be embarked the quickest, and because their training, although not complete, was far advanced as that of a large portion of the forces defending Antwerp, but of the enemy's forces attacking.

"The naval division was sent to Antwerp not as an isolated incident, but as a part of a large operation for the relief of the city. Other and more powerful considerations prevented this from being carried through. The defense of the inner lines of Antwerp could have been maintained for some days, and the naval division withdrawn only when ordered to do so, in obedience to the general strategic situation, and not on account of any attack or pressure by the enemy."

"The prolongation of the defense, due to the arrival of the division, enabled the ships in the harbor to be rendered useless, and many steamers of importance to be taken."

LINER STRIKES MINE

Seven Persons Aboard the Noordam

LONDON, October 17 (11:15 P. M.).—The Holland-American liner Noordam struck a mine to-day in the English Channel, according to an Amsterdam dispatch to Reuters' Telegram Company. Seven persons aboard the Noordam were injured.

The Noordam, which is commanded by Lieutenant Krol, of the Netherlands Royal Navy Reserve, left New York on October 6, bound for Rotterdam with a number of first and second-cabin and steerage passengers.

The Noordam is of 7,978 tons net and 550 feet long. She was built at Belfast in 1902. On her previous outward trip the liner was diverted from her course by a British warship and taken to Queenstown, where 188 German and Austrian reservists were taken off.

FORCES OF KAISER ARE ONLY 70 MILES AWAY FROM DOVER

About to Attempt March Southward to Dunkirk and Calais.

IMPORTANT FIGHTING REPORTED IN PROGRESS

For Moment, Arras Is Scene of Most Persistent Struggle.

FRENCH STILL GAINING GROUND

Great Battle Must Be Fought Before Either Side Gives Way.

Allies and Invaders Prepare for Battle

WHILE the armies of the allies are preparing for battle, their mighty lines, stretching from the Belgian coast southward, the ships of war in the North Sea again are showing activity. The British have avenged the sinking of the cruiser Hawke by a German submarine's death, which descended upon four German torpedo-boat destroyers, which they sent to the bottom.

Captain Cecil H. Fox, who was commander of the cruiser Amphion, destroyed by a German submarine on August 6, was in command of the light cruiser Undaunted and the four British torpedo-boat destroyers, which engaged the German ships off the Dutch coast. The battle must have been fought, for the British had only one officer and four men wounded, while the official report issued by the admiralty says thirty-one survivors of the German destroyers were prisoners of war. This would mean that nearly 400 Germans went down with their ships.

In the land fighting, the British troops have captured Fromelles, an important town on the French left, while the French commander has been receiving reports from his scouts that the German fleet on the important strategic position between Ypres and the sea. The French and allies are said to have captured detachments of cavalry and infantry.

That the Germans are trying to move down the North Sea coast to Dunkirk and Calais is certain, but just how far south of Ostend they have proceeded is not known. Reports of British attacks and the neighborhood of Dunkirk are not generally credited.

The latest British casualty list includes among the killed Major-General Hubert I. W. Hamilton, who was killed in action while leading the Marston Kitcheners in South Africa and India.

LONDON, October 17 (10 P. M.).—Each day brings the war nearer home to England. To-day there was a naval battle off the Dutch coast in which a British cruiser and four destroyers sank four German destroyers, while on land the German troops reached the coast of Belgium, less than seventy miles from Dover. They are about to attempt a march southward to Dunkirk and Calais, which are even closer to the English coast. It is here, in the most persistent fighting, the French and allies are trying to break through the Calais Railway, while the French are attempting to push the German front to the northeast. In this fighting the British and allies have met with some success, as they advance, they have occupied Fleurbais and also have taken the immediate approaches to Arras, they claim they are continuing to gain ground.

STRENGTHENED REINFORCEMENTS
BROUGHT UP BY GERMANS

The fighting has only commenced in this district, however, for the Germans, who would consider it a great victory to reach the coast of France and "hold the pistol at England's head," have brought up strong reinforcements, and will strive with all their might to achieve this.

Their official report issued this afternoon shows that no events of importance have happened, but, as they await important victories before making an announcement, this does not mean there has been no fighting.

The allies also can bring up reinforcements on land, and have been doing so, which makes it certain a great battle must be fought before either side gives ground. The allies will be assisted by the British ships when the fighting reaches points near the coast.

Along the centre, which now stretches from Roye to the Meuse, there appears to have been a lull in the fighting, which means, that, although the army has been almost before making an attempt at an attack.

Around St. Mihiel, south of Verdun, where the Germans are hanging on to the little strip of the River Meuse, which they succeeded in crossing, and from which the French have been trying for weeks to drive them, the battle has been almost continuous, and